

FOR EUROPE & AMERICA  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT THE  
OUTPORTS.  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT.  
Subscription, paid in advance, \$12  
per annum. Postage to any part of  
the World, 92.

# Hongkong Daily Press.

ESTABLISHED 1857

By Royal Warrant to His Majesty  
Warrant to The King.  
**BOVRIL**  
is an excellent tonic,  
bracing the system  
when everything else  
fails.

NO. 15,405. 號五零百四千五萬一第一日二十二月七月三十三光 HONGKONG, FRIDAY, AUGUST 30TH, 1907. 五拜禮 號十三月八年七零百九千一英港香 PRICE, \$3 PER MONTH.



## Watson's FRUIT SYRUPS

Prepared from GENUINE FRUIT  
Juices Made

## DELIGHTFUL COOLING DRINKS.

A. S. WATSON & CO.  
LIMITED,  
THE HONGKONG DISPENSARY.  
a105

GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
In Casks 375 lbs. net \$4.50 per cask ex Factory.  
In Bags 250 lbs. net \$2.70 per bag ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 3rd October, 1906. a1046.

## NEW CARTRIDGES.

BY Popular English Manufacturers. In  
all Boxes and Sizes.  
SMOKELESS POWDER and CHILLED  
SHOT. From No. 10 to SSGG. at \$6.57 and  
\$7.50 per 100 SPORTING REQUISITES  
and AIR GUNS in Variety.  
Inspection Invited.

WM. SCHMIDT & CO.  
Hongkong, 26th October, 1906. a171

A LING & CO.  
19, QUEEN'S ROAD, CENTRAL  
(Next to Messrs. KUHN & KOMOR).

FURNITURE AND PHOTO GOODS  
STORE.

Photographic Goods of every Description  
in Stock.

Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. 778-198

PEAK TRAMWAYS COMPANY  
LIMITED.  
TIME TABLE.

## WEEK DAYS.

7.00 a.m. to 9.00 a.m. Every 10 minutes.  
9.00 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS, 8.45 p.m. & 9.00 p.m., 9.45 to  
9.50 p.m. & 10.15 p.m., every hour.  
SATURDAYS.  
Extra Cars at 11.30 a.m. and 11.45 p.m.  
SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 9.30 a.m. Every 30 minutes.  
9.30 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.45 a.m. to 12.00 noon. Every 15 minutes.  
12.00 noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to  
11.15 p.m., every half hour.

SPECIAL CARS by arrangement at the Office,  
John D. HUMPHREY & SON,  
General Managers.  
Hongkong, 9th May, 1907. 677



MITSU BISHI GOSHI-KWAISHA  
(MITSU BISHI CO.)

COAL DEPARTMENT  
MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI",  
which applies to all Branch Offices.  
All ABC 5th Ed. Western Union Codes used  
All Letters Addressed:

MANAGER, MITSU BISHI CO.  
with name of place under:  
BRANCH OFFICES:

NAGASAKI, MCJII, KOBE, KARATSU  
SHANGHAI, HONGKONG, &  
HANKOW.

AGENCIES:

YOKOHAMA: M. ASADA, Esg.  
CHINKIANG: Messrs. GEARING & CO.  
MANILA: Messrs. MACONBRAY & CO.

SOLE PROPRIETORS of Takashina,  
Ochi, Shimane, Nara and Kami-Yamada  
Collieries, and also Hojo Colliery, which will  
shortly be ready to produce on a large scale the  
best Bituminous Coal.

The Head and Branch Offices, and  
Agencies of the Company will receive any order  
or sale produced from the above Collieries.

T. MATSUKI, Manager, Hongkong.  
a144 No. 2, Foothill Street.

**HIRANO.**  
THE LEADING MINERAL WATER OF THE EAST.  
THE HIRANO MINERAL WATER CO., LTD., KOBE.  
AGENTS: F. BLACKHEAD & CO.  
Hongkong, 16th August, 1905. 1588

LANE, CRAWFORD & CO.

FOR  
TRAVELLERS' REQUISITES  
OF ALL KINDS.

LANE, CRAWFORD & CO.

"AQUARIUS."

A PURE TREBLE DISTILLED  
TABLE WATER  
IN QUARTS, PINTS AND SPLITS.

TELEPHONE NO. 75.

CAELBECK, MACGREGOR & CO.,  
WINE AND SPIRIT MERCHANTS.

Hongkong, 10th August, 1907. 524

CUTLER, PALMER & CO.  
WINE & SPIRIT MERCHANTS.

OF

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA

ESTABLISHED 1815.

BRANDY ★★★★ \$21.50  
" ★★★ 19.00  
" ★★ 16.00  
WHISKY, PALL MAIL 19.00

JOHN WALKER & SONS'  
OLD HIGHLAND 12.00

C. P. & CO.'S SPECIAL  
BLEND 10.00

PORT WINE, INVALIDS 19.00

DOURO 13.00

SHERRY, AMOROSO 19.00

LA TORRE 15.25

BENEDICTINE, D.O.M. 40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSSSEN & CO.  
HONGKONG AGENTS.

OTHER BRANCHES:

London, New York, San Francisco, Hamburg, Calcutta, Bombay, Rangoon, Singapore, Bangkok, Sourabaya, Manila, Canton, Swatow, Amoy, Foochow, Tsingtau, Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Tairen, Anyung, Seon, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Maizuru, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinozuka, Sasebo, Milke, Hakodate, Sapporo, Taipei, Tainan, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Mint and Arsenals; the State Railways; Principal Railway Companies; Industrial Works; and Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines and

SOLE AGENTS for Fujimotos, Hokuju, Hondo, Kanuda, Mameda, Ohsuji, Ohmura, Sambara, Tsukaburo, Tomio, Yurukibara, and other Coals.

IMPORTERS and EXPORTERS of Cotton, Cotton Yarn, Cotton Piece Goods, Copper, Silver,

Tin, Lead and other Metals; Railway Materials, Acids, Camphor, Flour, Cereals, Manure

Rice, Opium, Inglass, Mushrooms, Sugar, Wax, Vermicilli, Sulphur, Hemp, Beer, Cement,

Cigarettes, Matches, Paper, Hides, Leather Belts, Teak & other Timber etc.

113

BREWER & CO., LIMITED.

PEDDER STREET—Adjoining Main Entrance HONGKONG HOTEL.

Ruskin's Sesame and Lilies, Leather Binding 31.20

YEAR BOOK OF PHOTOGRAPHY 1907 80.80

Ruskin's History of Architecture 1.20

(Many others by same Author, Bindings to match.)

Building Construction, 40 Plates, by Mitchell 7.50

Royal Dictionary 70

Nations Pictures, Complete 24 Parts 12.00

The Count's Ghenfeur, by Le Quenx 1.50

The Red Sphinx, by Valentine and Harper 1.50

Comic History of England, by Charles Dickens, illustrated by Leech 5.00

A. B. C. Code 5th edition 1.50

Land of Gold, by Henry Bayly 1.50

A Narrow Margin, by Annie Thomas 1.50

Dictionary of Synonyms 1.50

Dictionary of Photo. 1.50

Dictionary of Sports 1.50

Dictionary of British Birds 1.50

Dictionary of British Fishes 1.50

Dictionary of British Butterflies 1.50

Dictionary of British Moths 1.50

Dictionary of British Beetles 1.50

Dictionary of British Snails 1.50

Dictionary of British Land-shells 1.50

Dictionary of British Butterflies 1.50

Dictionary of British Moths 1.50

Dictionary of British Beetles 1.50

Dictionary of British Land-shells 1.50

Dictionary of British Butterflies 1.50

Dictionary of British Moths 1.50

Dictionary of British Beetles 1.50

Dictionary of British Land-shells 1.50

Dictionary of British Butterflies 1.50

Dictionary of British Moths 1.50

Dictionary of British Beetles 1.50

Dictionary of British Land-shells 1.50

Dictionary of British Butterflies 1.50

Dictionary of British Moths 1.50

Dictionary of British Beetles 1.50

Dictionary of British Land-shells 1.50

Dictionary of British Butterflies 1.50

Dictionary of British Moths 1.50

Dictionary of British Beetles 1.50

Dictionary of British Land-shells 1.50

Dictionary of British Butterflies 1.50

Dictionary of British Moths 1.50

Dictionary of British Beetles 1.50

Dictionary of British Land-shells 1.50

Dictionary of British Butterflies 1.50

Dictionary of British Moths 1.50

Dictionary of British Beetles 1.50

Dictionary of British Land-shells 1.50

Dictionary of British Butterflies 1.50

Dictionary of British Moths 1.50

Dictionary of British Beetles 1.50

Dictionary of British Land-shells 1.50

Dictionary of British Butterflies 1.50

Dictionary of British Moths 1.50

Dictionary of British Beetles 1.50

Dictionary of British Land-shells 1.50

Dictionary of British Butterflies 1.50

Dictionary of British Moths 1.50

Dictionary of British Beetles 1.50

Dictionary of British Land-shells 1.50

Dictionary of British Butterflies 1.50

Dictionary of British Moths 1.50

Dictionary of British Beetles 1.50

Dictionary of

## THE HONGKONG DAILY PRESS, FRIDAY, AUGUST 30TH, 1907.

## INTIMATION

A. S. WATSON & CO.,  
LIMITED

ESTABLISHED A.D. 1841.

## CHEMISTS

By APPOINTMENT TO HIS EXCELLENCY  
THE GOVERNOR & HOUSEHOLD.

## AERATED

## WATERS

OF

## ABSOLUTE

## PURITY

AND THE  
HIGHEST DEGREE  
OF  
PERFECTION.OUR SODA WATER is the most whole-  
some daily beverage that can be taken.OUR LEMONADE, ORANGE CHAM-  
PAGNE, RASPBERRYADE, LEMON  
SQUASH, &c., possess the true flavour  
of the finest Fresh Fruits.We would draw special attention to OUR  
LIME FRUIT CHAMPAGNE, which has  
the pleasant characteristics of the finest  
Lime Fruit.OUR DRY GINGER ALE is a beverage of  
delightful flavour and aroma.OUR SARSAPARILLA is not only a deli-  
cious drink but a blood purifier as well.OUR STONE GINGER BEER since its  
introduction has been steadily growing in  
popular favour.

A. S. WATSON &amp; CO.

LIMITED,

CHEMISTS, AERATED WATER  
MANUFACTURERS,  
&c., &c.HONGKONG, CHINA & MANILA.  
Hongkong, 28th August, 1907.

of Her Majesty were waxing so rich that they had actually founded Chambers of Commerce. Perhaps it would be worth while to send somebody down to observe their doings. Her Majesty was much interested and pleased, and ordered the Vice-President of the memorializing Board, who was doubtless hankering after a free trip, to go and tell these people how much she appreciated them, and to assure them that she would always be glad to welcome them. If any of them could and would bring to China considerable sums of money for the purpose

of starting important mercantile enterprises for the encouragement of trade, they would be granted noble rank, and take care of and protected. As the men to whom the Commissioner carries that message already enjoy British protection, under which they have been enabled to amass their riches, the offer of the Empress-Dowager cannot be very attractive. Besides, it is an offer that has been often made before, and the eagerness of Peking to receive these prodigies has perhaps been too openly betrayed.

Singapore, of course, embraces the majority of the men in whom so much interest is taken, and if we may judge from the *Straits Times*, there is very little likelihood of the invitation being accepted by too many of them. Announcing the publication of a new newspaper, an organ of the "Reform Party," our contemporary says:

"It is the organ of advanced Chinese thought, and will voice the aspirations of the Reform Party in China. It is part of the policy of this party, which may be regarded as representing true patriotism, to preserve China for the Chinese. In past times, this cry of national exclusiveness has meant extermination for all foreigners, but we give the Reform Party credit for a policy this year not as indicating a desire to set up China and the Chinese in active hostility towards the foreigner and everything foreign, but as indicating a desire to preserve their national independence and the territorial integrity of their great country. It would be possible, Jones went to Australia with

MacLaren's team.

A terrible disaster is reported from the coal mines at Hongay in Tonkin. An earth-quake there resulted in the death of seven miners, on August 3. Three other miners were injured seriously. An inquiry showed that the earth-

ship was purely accidental. The mines there were developed originally by a British Company at such a loss that it had to sell out. A French Company bought up the whole concern, and has made good thing out of the mines. A large town has sprung up at Hongay, the port is crowded, and the coal trade grows steadily.

At the Land Judge's Court, Dublin, Mr. Justice Ross gave six men three months for interfering with a receiver in the management

and protection they have benefited. With the aspirations of the Reform Party we sympathise sincerely. They represent a people groping after a higher national existence. Their experience abroad has taught them the backwardness of their own country, and they realise that this retrogression is due almost entirely to the rotten state of the administration under the Manchus. Their weakness lies in a supreme confidence in their own unaided efforts. The Chinese cannot afford to dispense with foreign aid. Their cannot measure their political and industrial abilities by the success which has attended them in commercial enterprises in foreign lands. They have a long journey to make before they can walk alone, without the guidance of the foreigner; and we hope the *Chung Shing Yil Pao* will never allow its readers and subscribers to forget that fact, nor the Straits Chinese how much they are indebted to British authorities for the protection afforded them in this Colony and the opportunity of carrying on in peace and safety the businesses which have brought them abundant prosperity.

Leaders in the "Apostle Light" mission in Spokane have announced the names of nearly thirty residents of Spokane or vicinity who have declared their intention to go as missionaries to Japan, China, India, Africa and other lands. No provision is to be made for their support, and they are expected to take little or no money, except that acquired to pay their passage on the ships. Neither are they to study the languages of the countries to which they go. The claim is that they have received the miraculous gift of tongues and will be enabled to speak without study. More beachcombers!

The Rev. A. D. L. Ennis, Chaplain at Chelsea Barracks, is to be appointed to Hongkong.

It was stated at the C. S. Cricket Club that bats for cricket practice would be put up on Monday.

The question of a permanent pavilion was mooted at the meeting of the Civil Service Cricket Club.

It is estimated that the total losses in the disastrous fire at Coney Island will be between £20,000 and £30,000.

H. E. the Governor and party, accompanied by the Hon. Director of Public Works, went yesterday afternoon in the launch Victoria on a visit to the New Territory.

It is reported that Mr. Lloyd-George will bring down a proposal to the House of Commons, next session, for the municipalisation of the London Docks.

Mr. S. D. Seton received telegram yesterday morning from Bombay stating that the cricket match between the Parsee and the Presidency teams resulted in the victory of the Parsees by 143 runs.

The exemplary sentence of six weeks' imprisonment, six hours in the stocks and two private whippings of twelve strokes each was passed by Mr. Hazelton at the Magistracy yesterday on a coolie convicted of stealing a gold earring from a Chinese widow.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges, with thanks, the following donations to the funds of the Hospitals:

Capt. Clarke ..... \$10  
C. H. Grace ..... 5  
F. J. Haver Dregge ..... 5

As will be seen in our Supreme Court news two solicitors were called by the Chief Justice yesterday. One Mr. Davidson, and the other Mr. Sargent, grandson of Major-General Sargent who was in command of the troops in China and the Straits twenty years ago. Mr. Davidson has joined the firm of Messrs. Hastings and Hastings, and Mr. Sargent that of Messrs. Wilkinson and Grist.

Figures regarding the Belfast strikes show that 1,000 carters struck work and lost £10,000 in wages; coal merchants dropped £5,000, and their employees £15,000. Dockers to the number of 1,000 struck losing £15,000, and the loss sustained by shipping and other companies is put at £100,000.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

Mr. R. Ormsby, at one time Director of Public Works, Hongkong, and for many years connected with the same Department in Ceylon, has been in London. He was also in Switzerland, where he was travelling with his younger son. Mr. Ormsby left London on July 23, in order to spend a few days with Mr. Edward Vining, late of the P.W.D., Ceylon, after which he returns to Ireland.

London exchanges report two or three nasty skidding accidents to motor buses recently. There were many remarkable escapes and in one instance a vagrant overturned completely, badly injuring five people. Motor car accidents also have been epidemic. Huntley Walker escaped death in miraculous fashion and Mrs. C. N. Williamson, the novelist, drove over and killed an old woman at Wimbledon.

It is officially stated that A. O. Jones, the Notts captain, had been offered and had accepted the captaincy of the M.C.U. team to visit Australia in the autumn. No other player has been approached to take part in the tour, but the chief difficulty having now been overcome it follows that the authorities will endeavor to complete the arrangements as early as possible. Jones went to Australia with MacLaren's team.

A terrible disaster is reported from the coal mines at Hongay in Tonkin. An earth-quake there resulted in the death of seven miners, on August 3. Three other miners were injured seriously. An inquiry showed that the earth-ship was purely accidental. The mines there were developed originally by a British Company at such a loss that it had to sell out. A French Company bought up the whole concern, and has made good thing out of the mines. A large town has sprung up at Hongay, the port is crowded, and the coal trade grows steadily.

At the Land Judge's Court, Dublin, Mr. Justice Ross gave six men three months for interfering with a receiver in the management

and protection they have benefited. With the aspirations of the Reform Party we sympathise sincerely. They represent a people groping after a higher national existence. Their experience abroad has taught them the backwardness of their own country, and they realise that this retrogression is due almost entirely to the rotten state of the administration under the Manchus. Their weakness lies in a supreme confidence in their own unaided efforts. The Chinese cannot afford to dispense with foreign aid. Their cannot measure their political and industrial abilities by the success which has attended them in commercial enterprises in foreign lands. They have a long journey to make before they can walk alone, without the guidance of the foreigner; and we hope the *Chung Shing Yil Pao* will never allow its readers and subscribers to forget that fact, nor the Straits Chinese how much they are indebted to British authorities for the protection afforded them in this Colony and the opportunity of carrying on in peace and safety the businesses which have brought them abundant prosperity.

Leaders in the "Apostle Light" mission in Spokane have announced the names of nearly thirty residents of Spokane or vicinity who have declared their intention to go as missionaries to Japan, China, India, Africa and other lands. No provision is to be made for their support, and they are expected to take little or no money, except that acquired to pay their passage on the ships. Neither are they to study the languages of the countries to which they go. The claim is that they have received the miraculous gift of tongues and will be enabled to speak without study. More beachcombers!

The Rev. A. D. L. Ennis, Chaplain at Chelsea Barracks, is to be appointed to Hongkong.

It was stated at the C. S. Cricket Club that bats for cricket practice would be put up on Monday.

The question of a permanent pavilion was mooted at the meeting of the Civil Service Cricket Club.

It is estimated that the total losses in the disastrous fire at Coney Island will be between £20,000 and £30,000.

H. E. the Governor and party, accompanied by the Hon. Director of Public Works, went yesterday afternoon in the launch Victoria on a visit to the New Territory.

It is reported that Mr. Lloyd-George will bring down a proposal to the House of Commons, next session, for the municipalisation of the London Docks.

Mr. S. D. Seton received telegram yesterday morning from Bombay stating that the cricket match between the Parsee and the Presidency teams resulted in the victory of the Parsees by 143 runs.

The exemplary sentence of six weeks' imprisonment, six hours in the stocks and two private whippings of twelve strokes each was passed by Mr. Hazelton at the Magistracy yesterday on a coolie convicted of stealing a gold earring from a Chinese widow.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals acknowledges, with thanks, the following donations to the funds of the Hospitals:

Capt. Clarke ..... \$10  
C. H. Grace ..... 5  
F. J. Haver Dregge ..... 5

As will be seen in our Supreme Court news two solicitors were called by the Chief Justice yesterday. One Mr. Davidson, and the other Mr. Sargent, grandson of Major-General Sargent who was in command of the troops in China and the Straits twenty years ago. Mr. Davidson has joined the firm of Messrs. Hastings and Hastings, and Mr. Sargent that of Messrs. Wilkinson and Grist.

Figures regarding the Belfast strikes show that 1,000 carters struck work and lost £10,000 in wages; coal merchants dropped £5,000, and their employees £15,000. Dockers to the number of 1,000 struck losing £15,000, and the loss sustained by shipping and other companies is put at £100,000.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the "Captain of Koepnick" have made full provision for his future welfare when he comes out of jail. A fully equipped house and workshop will be purchased for him where he can resume his shoemaking trade. He has also the prospective pleasure of deciding which of the 138 women who want to marry him he will accept.

The admirers of the

## INTIMATIONS

S. MOUTRIE & CO., LTD.  
ESTABLISHED 1875.

## BABY GRANDS

BY  
RACHELS,  
PLEYEL,  
KEMMLER  
AND  
ROSENKRANZ.  
PRICES FROM \$750.

FOR LIGHTNESS OF TOUCH,  
QUALITY OF TONE, AND  
DURABILITY, THESE PIANOS  
ARE UNRIVALLED.

A GUARANTEE FOR A TEST  
PERIOD OF TWO YEARS  
GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:  
S. MOUTRIE & CO., LTD.,  
York Building, Chater Road.  
Hongkong, 30th July, 1906. 1352

ON SALE.

A TABLE OF THE  
RATES OF EXCHANGE  
AT HONGKONG

DEMAND DRAFTS ON BOMBAY  
On the Day Preceding the Departure of the  
English Mails from the Year of the Closing  
of the Indian Mutts to the Free Countries of  
Silver

FROM 1890 TO 1905:

RATES FOR SOVEREIGNS, GOLD  
LEAF, BAR SILVER (from 1900),  
and other Useful Information.

PRICE \$1 CASH  
On Sale at the "DAILY PRESS" Office, or  
Local Booksellers.

THE SALT OF SAINTS  
**Abbey's**  
Effervescent Salt

If your Head aches, if your tongue is coated and your mouth tastes bad, if you feel nauseated on rising, if you are constipated, it means that your stomach is wrong and you need Abbey's Salt, and need it badly.

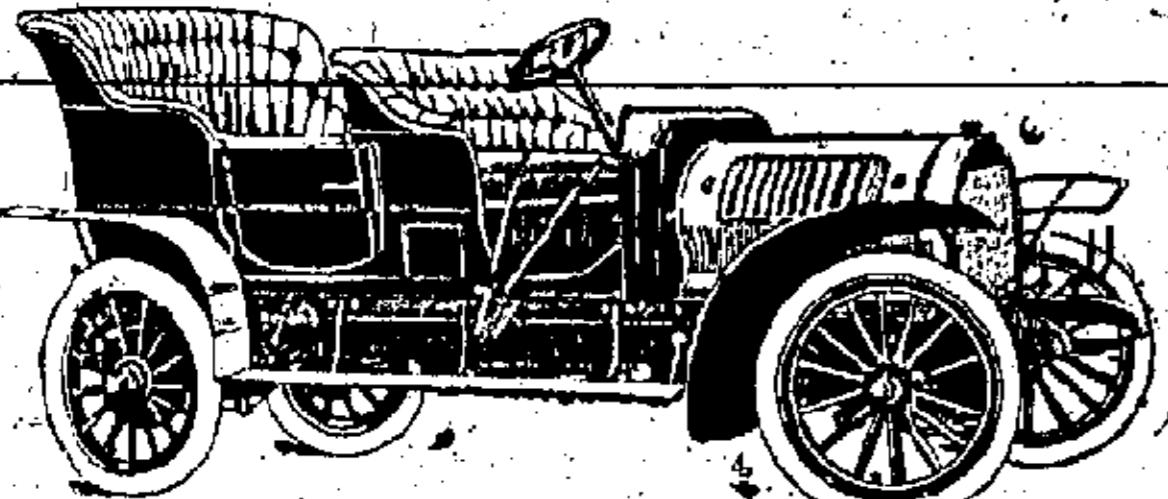
Nothing so bad for your health as a disordered stomach, nothing so good for a disordered stomach as Abbey's Salt.

Sold in two sizes by all Chemists and Stores, and by Watkins, Ltd., and A. S. Watson, Ltd., Hong Kong.

The Abbey Fruit Saline Co., Ltd., 44 Queen Victoria Street, London, E.C. 3354



SCOTCH WHISKY.  
SOLE AGENTS IN  
HONG KONG, CHINA & MANILLA.  
A. S. WATSON & CO., LTD.  
1997.



TO INTENDING MOTORISTS.

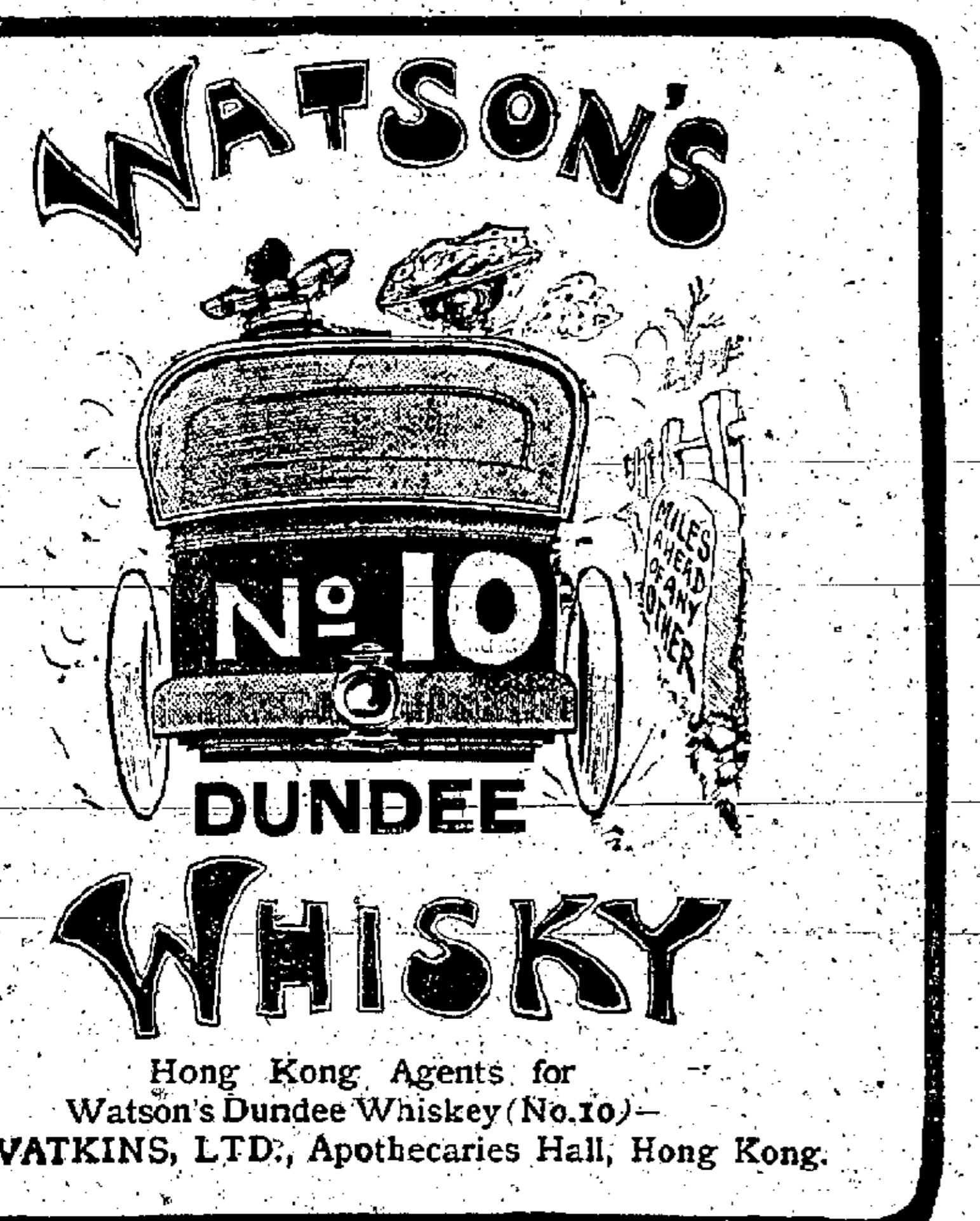
## MOTOR CARS AT TRADE PRICES.

GENTLEMEN in the Far East who may desire to purchase Cars for their own use are offered a unique opportunity to do so on most favourable terms. Where no Agency exists for the sale of the SPYKER CAR, individual purchasers will be allowed the trade discount on their own Car in the first and upon any future orders which they may secure among their friends.

The SPYKER CAR which is now making the run from Pekin to Paris is adaptable to all countries and all roads. A single SPYKER CAR in a locality is invariably the forerunner of others. The SPYKER CAR is its own best advertisement.

Send for Catalogue of Particulars as to terms etc., to J. SPYKER, Trompenburg Works, Amsterdam, Holland.

Hongkong, 23rd August, 1907. 1385



Hong Kong Agents for  
Watson's Dundee Whiskey (No. 10)—

WATKINS, LTD., Apothecaries Hall, Hong Kong.

## THE MARBLE ARCH.

## MEMORIES OF TYBURNIA.

Once more a scheme has been brought forward, this time with some prospect of success, to add to the dignity and increase the convenience of the converging ways that bear ceaseless streams of traffic over the historic ground of Tyburn, by converting a strip on the north side of Hyde Park into a great thoroughfare. You may look with the well-known triple-vaunted arch that stands near the north end of Park lane from more points of view than one, and perhaps the least interesting of all is that which is solely concerned with its design and masonry. Baily put good work upon it, its proportions are as could be wished, the bronze gates are satisfactory, and the lions inset into their cartouches are far above the ordinary level of such work in London. Yet, it is the associations of the place that lend interest to the sturdy little trophy of dingy

white marble, and even the forgotten fact that it was originally intended—and, for that matter, still remains—as a memorial to Nelson hardly stirs one's interest as one sits beneath the trees in the tardy summer sunshine, and hears the everlasting and sonorous rumble of passing London beyond the gates of the park. Indeed, if your imagination fail you not, you may let your own pageant of Tyburn unroll itself before your sleepy mind, or over the collector of peace marks you down and disturbs your reveries with his prosaic demand. It will be a more gorgeous pageant than any other that has passed or pranced or postured on heathily-kept turf this year within the elms of a curving amphitheatre; there will be no need of economy—

—you may even waste your munificence without dread of police or public opinion. At

your mind drowsily wanders on, you see the first of the episodes of your own conjuring: Half buried in a hazel copse cinged about with ragged grass and royal mownweed, one sees the lumpy and half sodden morass curve downwards to a brook meandering lazily along its pebbly bed, and given over-much to irregular pools, above which dragon-flies shimmer motionless and seemingly wingless in the sun. The pools are deep, but just where the rowdiest of agnostic meetings was held the other day, there is a converging of wheel tracks, and that, as you know well, means a ford. The grass is worn back from a rude track on either side, and, as you watch, a man coarsely frocked in blue staff and gray wolf-skin leads down a bullock-cart from the farther bank, staggering and sticking among the tufts, solid-wheeled and low-floored. A storm challenge comes from a hidden turf-house to the right, and a Roman soldier waits on the bank for the cart to plunge and swerve across, the water eight inches over the floor. It hats, with its wheels, still awash and making noisy little furrows in the moving stream. Rome took no risks in those days, and after the capture of London, the natural outpost to the north-east was that which commanded the last furlongs of the Watling-street.

There is a subject for a poet, the Watling-street! Older than the Romans, older than the very placenames along its path, older, perhaps than Stonehenge or the Bow Stones of Lyne, the Watling-street remains the thread on which the pieces and pageants of English history are strung. We call the end of it the Elgware road nowadays. It is none the less the Watling-street, and to a yard it drives to: homing course to London just as when Caesar had moved down his tough hordes to thrust back the steel-clad legions of Julius Caesar. Here at the ford across the stream the outposts watched each other for a long year. Caesar himself would often ride to it from Augusta, along the fold of open ground that saved him from the dangerous morass, rounding in Thorney. To-day the crest of that fold of ground is as clearly marked as when Caesar rode along it. The names are changed, that is all; the crest remains, his route from the tiny City of London is now called Chiswick, Holborn, and Oxford-street. Tyburnia was always a dry eminence, the last dry spot, perhaps, for twenty miles when the rains had been more persistent than usual and the floods along the river bulk more obstinate. From across the ford one could trace the straight-worn black-paved road making its way between the jungles unswervingly to the north. You would hardly know your Eng-land at that date: wolves came down Watling-street in hard winters across the frozen flood and howled round the stockades of the very city, and in summer the Romans were more afraid of the rank, malacious vapours of the low-lying lands on either side of the street between London and St. Albans than of all the scythed chariots of the Iceniens or Trinobantes.

As years passed the road itself became a hard, smooth-track, built up as the Romans alone have only known how to build a road, and just at the Marble Arch it met the new track between London and the West. Wolves no longer beat the winter-wayfarer, but otherwise there was little change. The turf, hoar of the Roman pierce had become first a strong little redoubt, then a deserted outpost of crumbly soil, and at last a mere memory. London was coming out of her walls, and along the great roads there was already a fringe of London farmsteads. Tyburn stream was dammed and enclosed for a head of water to drive the mill, and a bridge took the place of the ford. On the rising ground to the east, where the lepers and the outcasts of London met and mingled with the outlaws from the forest, there was early set up an ugly symbol of the King's peace—the gibbet that rarely stood unattended by some wretched figure swaying in the wind. It was the land of outer desolation. It had a bad name for footpads, rippers, and all the floating human scum that is washed up along the shores of a great city. The great houses of the nobles clung to the river banks; merchants begged the protection of the city walls; foreign seamen, lightermen dropped lower and lower down stream beyond the Pool of London. This undulating stretch of coarse grass and tangled jungle, snared by scurvy scums and one stagnant lake, was no man's land, and as no man's land it remained through centuries. Here and there a king's tomb culminated a plot, but it was only for a season the jungle soon flowed back over the farms. All the while London crept out westwards with steady but in-xorable pace, Hyde Park remained a wilderness, and the incisor from the north or from the west felt himself still far from foaming and protection as he crossed the stream, and struck homewards towards the half-finished towers and huge double flying-buttresses of old St. Paul's, which broke the horizon to the east.

Then the day came when the man of Hyde was duly enclosed, and the rights yielded to Westminster Abbey. From that time the actual shape of the ground and the roads enclosing it took their present general shape and disposition. Watling-street—which under another name contained in a straight line down what is now called Park-lane—was allowed a little aside at the upper end, just where the Marble Arch now stands. In the corner thus formed, the anxious

citizens of London went out all through the civil wars of the fifteenth, sixteenth, and seventeenth centuries to make the best terms they could with the latest conquerors.

To-day there is hardly a trace of this old life, not a vestige of the old ugly tradition. The gallows has long been banished; the grass grows firm and fresh under foot; the plane trees tell an unmistakable tale of importation from other lands, of civilization and of ceaseless care—their present flourishing condition proves it. Over the smooth surface of the Ring-fish past the carriages and motors of the West-end, wing with each other for daintiness and luxury. Beside the old river bed, long ago filled up and drained away ignominiously through iron pipes, Socialists shout and scream aloud to earless ears, and the long rows of tired-out Londoners sit out the sunset caroles of the old troubled history of what is to-day the lounge par excellence of Western civilisation. The Marble Arch itself, now, it may be hoped, about to receive honours it has long deserved, closes in the golden sunset vista to the north, and only the significant in the long row of houses tells us once more that kings and states and dynasties may rise and fall, that privilege and class and tradition may flourish or be broken, that cities themselves may arise or perish to their foundations, but the highways of the land are inviolably, untroubled, sacrosanct. There still is the Watling-street, and there is the lesson of that north-east corner of the Park. From unoccupied centuries it has bordered the entering-in to the north and Salisbury to the south, and now through Stansted and Oxford still brings in the central road-borne traffic of England—there is the pulse of our English trade, and it well sometimes to remember how it came to be so.

## BILLIOUS NO MORE!

A Farmer's Life-long Suffering from Billiousness, Constipation, Headache, and Dizziness.

HOW HE WAS CURED AT LAST BY MOTHER SEIGEL'S SYRUP.

The remedy that can cure billiousness, in one who has suffered with it from infancy to the full prime of early manhood, must be a real remedy, and such is Mother Seigel's Syrup. Here is the proof of what we say. Mr. Herbert Shipley, a young married farmer, of Sawcroft Farm, Epworth, by Doncaster, in a statement dated January 3rd, 1907, says:—

"All my life I have been subject to billiousness. I had bilious attacks when a boy at school, and as I grew up they got worse. I have had so many as three distinct attacks in a fortnight. They came on with headache and dizziness. I could not eat, and felt thoroughly wretched. I was nervous, too, and often when out driving I hardly knew how to get out of the way of cars or traps I met. Always the attack would work up, getting worse and worse, till it ended in vomiting—used to have till I could hardly stand. Till I felt like sinking into my boots, as I used to do. Then when this was over, I would have a little peace for a time, till the next attack came on. At all times I was plagued with constipation, for which there seemed no real relief."

"So things went on till, about a year ago, I was advised to take Mother Seigel's Syrup. I felt better almost at the first dose, though then in the middle of an attack, and soon I was quite well. At the present time I am in thorough good health."

This is a message of hope for the billions. However long you may have suffered, however severely, Mother Seigel's Syrup will cure you. Take it, and cease to suffer. 58-5

## PASSAGES FOR OFFICERS' WIVES.

The following modifications in the present rules for the granting of passages to the wives and families of officers of the British service moving from India on duty are to be given effect from the commencement of the ensuing trooping season:—

(a) Any officer anticipating that he is likely to be leaving India on duty, retirement, deputation, etc., will be permitted to send his family in advance as "entitled" passengers by transport, or the family will be allowed to follow him later in a similar vessel. In the case of an officer not seriously ill, but granted long leave on medical certificate, and sent by private vessel, the family will likewise be allowed to follow him by transport.

(b) If any member of the family of an officer of the British service is seriously ill, and a medical board declares that immediate removal to England is necessary for the preservation of his life, a free passage will be allowed by either a private or Government vessel for the sick person and any required attendants, under paragraph 69 of the Army Regulations, India, volume 19.

(c) In the case of a British service officer and his wife, being sent home together (one sick and the other an attendant) under paragraph 69, Army Regulations, India, volume 10, his children and a nurse, if any, should receive a passage also

BETTER THAN COPAIBA!  
**MATICO**  
GRIMAULT & C° CHEMISTS, PARIS

Reviewed Physicians prescribe Grimault's Matico as the most active antiseptic at the same time the most offensive remedy in the treatment of Acute and Chronic Diseases. The capsules, unlike Copain, do not cause eruptions on the skin or produce nausea.

MATICO INJECTION IS USED IN RECENT MATICO CAPSULES IN THE MARCHESICASSES

—

LONDON BANKERS:—

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

—

THE BANK OF ENGLAND.

—

THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

—

THE CAPITAL & COUNTIES BANK, LIMITED.

—

THE LEADERSHIP BANK, LIMITED.

—

THE MIDLAND BANK, LIMITED.

—

THE BRITISH & FOREIGN BANK, LIMITED.

—

THE BANK OF IRELAND.

—

THE BANK OF SCOTLAND.

—

THE BANK OF MONTREAL.

—

THE BANK OF TORONTO.

—

THE BANK OF CANADA.

—

THE BANK OF NEW YORK.

—

## SHIPPING.

**ARRIVALS.**  
 EASTERN, British str., 2,772, W. G. McArthur, 28th Aug.—Yokohama via Ports 17th Aug.  
 General-Gibb, Livingston & Co.  
 FLORA, British cruiser, 4,360, Roland Nugent, 28th August—Singapore 24th August.  
 HANOI, French str., 781, P. Marles, 29th August—Haiphong 26th and Hicew 28th.  
 AUGUST, General-A. R. Mart, 29th August.  
 LANDSTAD SCHEIFF, German str., 29th August Canton.  
 LINAN, British str., 29th August—Canton.  
 LOONGHANG, British str., 1,913, S. J. Payne, 29th Aug.—Manil 24th Aug. and Amoy 27th, General-Jardine, Matheson & Co.  
 RUENANIA, German str., 4,024, C. von Hoff, 29th August—Hamburg and Singapore 24th August—Hamburg—Ammerik Line.  
 SHAOHING, British str., 29th Aug.—Canton.  
 SINGAPORE, British str., 1,926, F. Jamieson, 29th August—Hollow 28th August, General—Butterfield & Swire.  
 SOLSTAD, Nor. str., 24th August—Canton.  
 STANLEY, Norwegian str., 384, H. N. Bell, 29th August—Seigon 14th Aug., Rice—Aagaard, Thorin & Co.  
 TELEMACUS, British str., 1,340, Jas. Williamson, 29th Aug.—Saigon 24th Aug., Rice and Flour—Chinese.

CLEARANCES.  
AT THE HARBOUR MASTER'S OFFICE.

29th August.  
 Chakotin, Russian str., for Shanghai.  
 Landstad Scheiff, German str., for Saigon.  
 FRIED, British str., for Seigon.  
 Skidmore Marx, Jap str., for Sounabaya.

## DEPARTURES.

29th August.  
 CHEANGCHEW, British str., for Amoy.  
 DERWENT, British str., for Saigon.  
 EMPRESS OF JAPAN, Brit. str., for Vancouver.  
 FOOKSANG, British str., for Singapore.  
 HEIM, Norwegian str., for Bangkok.  
 KANCHOW, British str., for Chinkiang.  
 KNUVSEBRO, German str., K. G. Wan.  
 SUNDA, British str., for Singapore.

## SHIPPING REPORTS.

The British str. Siryan reports: Light South and S. W. winds, fine and clear.  
 The British str. Longong reports: Light S. W. winds and fine cloudy weather.  
 The Brit. str. Telerachus reports: Moderate to light S. and S. W. winds and fine clear weather throughout.

## VESSELS IN DOCK.

August 29th.  
 ABERDEEN DOCKS—Zafiro, Kameng.  
 KOWLOON DOCKS—Vialand, Hailan, Her.

sales, H.M.S. Flora.  
 COSMOPOLITAN DOCKS—Ascot.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.  
 THE Company's Steamship

"HAICHING,"  
 Captain A. E. Hodges, will be despatched for the above Ports TO-DAY, the 30th inst. at 2 P.M.  
 For Freight or Passage, apply to

DOUGLAS, LAIRAIK & CO.,  
 General Managers,  
 Hongkong, 27th August, 1907. 1417

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
 Calling at PORT DAWSON, and QUEENSLAND PORTS, and taking thence Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship  
 "EASTERN,"  
 Capt. McArthur, will be despatched as above TO-MORROW, the 31st inst., at NOON.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.

A Steward and a duly qualified Surgeon are carried.

N.B.—To ensure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents,  
 Hongkong, 7th August, 1907. 1414

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship:

"AUSTRALIEN,"  
 Captain Vernon, will be despatched for the above Ports on or about MONDAY, the 2nd September.

For Freight, or Passage, apply to

G. DE CHAMPEAUX, Agents,  
 Hongkong, 27th August, 1907. 2

CHINA COMMERCIAL S.S. CO., LTD.

NOTICE.

FOR SALINA CRUZ, MEXICO.

THE Steamship:

"DAPHNE,"  
 Capt. E. Schipper, will be despatched for the above Ports via Kinchotzu, JAPAN, on THURSDAY, the 5th September, at 5 P.M.

For Freight or Passage, apply to

CHINA COMMERCIAL S.S. CO., LTD., Hotel Mansions,  
 Hongkong, 27th August, 1907. 1413

REGULAR STEAMSHIP SERVICE

WITH LIBERTY TO CALL AT MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

MARSEILLES, HAVRE and COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD., ST. PETERSBURG & VLADIVOSTOCK.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING.

MARSEILLES, HAVRE and COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

YOKOHAMA and KOBE "INDIEN" Middle of Sept.

For Further Particulars, apply to

DODWELL & CO., LTD., Agents,

Hongkong, 22nd August, 1907. 1226-1254

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & EIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL.	MARMORA	Brit. str.	—	G. H. C. Weston, R.N.R.	P. & O. S. N. Co.	On 7th Sept. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	CRYSTAL	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	About 11th September.
KODESSA	KOSTOMRA	Rus. str.	—	—	MELCHERS & CO.	Middle of October.
MAINE EELLES, &c., VIA PORTS OF CALL	TRANQUEBAR	Frenat	Broo	MESSAGERIES MARITIMES	On 3rd Sept. at 1 P.M.	
MALSEILLER, HAVRE & COPENHAGEN	TRANQUEBAR	Den. str.	—	—	—	Middle of September.
HAVRE & HAMBURG VIA STRAITS, &c.	FLAVONIA	Ger. str.	k. w.	Winnenberg	HAMBURG-AMERIKA LINIE	On 22nd September.
HAVRE & HAMBURG VIA STRAITS, &c.	BLUGAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 19th October.
HAMBURG	HABSBURG	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINIE	On 6th September.
RHENANIA	H. C. FRIEDRICH	Ger. str.	v. Hoff	E. Malchow	HAMBURG-AMERIKA LINIE	On 2nd October.
HOBENSTAUFEN	HOBENSTAUFEN	Ger. str.	k. w.	Jager	HAMBURG-AMERIKA LINIE	On 11th Sept. at Noon.
SATSUMA	INDIEN	Brit. str.	2 m.	DODWELL & CO., LTD.	DODWELL & CO., LTD.	On 30th October.
GHAZEE	TARTAR	Brit. str.	1 m.	—	—	On 7th September.
—	EMPEROR OF CHINA	Am. str.	—	T. W. Garlick	DODWELL & CO., LTD.	On 14th September.
—	DAPHNE	Brit. str.	—	E. Schipper	CHINA COMMERCIAL S.S. CO.	On 11th Sept. at Noon.
—	FLAVONIA	Brit. str.	—	McArthur	TOYO KISEN KAISHA	On 26th Sept. at 4 P.M.
—	INDIEN	Brit. str.	1 m.	C. Lindbergh	GIBB, LIVINGSTON & CO.	On 10th September.
—	WAISHING	Brit. str.	—	D. Lenz	BUTTERFIELD & SWIRE	To-morrow, at Noon.
—	PRINZ SIGISMUND	Brit. str.	—	—	—	On 7th Sept. at 4 P.M.
—	VINE BRANCE	Brit. str.	—	—	—	On 12th Sept. at Noon.
—	CHINOT	Brit. str.	—	W. B. Brown	DODWELL & CO., LTD.	On 10th Sept. at 4 P.M.
YOKOHAMA and KOBE	INDIEN	Dan. str.	—	—	MELCHERS & CO.	Middle of September.
YOKOHAMA and KOBE	PRINZ WALDEMAR	Ger. str.	—	W. von Senden	MELCHERS & CO.	About 18th October.
—	TIENTSIN	Dan. str.	—	H. Koops	JAVA-CHINA-JAPAN LINIE	Quick despatch.
—	CHEONGSHING	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & CO., LTD.	To-morrow, at 4 P.M.
—	HUCHOW	Brit. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 7th Sept. at 4 P.M.
—	KWEITYANG	Brit. str.	1 m.	Dowson	BUTTERFIELD & SWIRE	On 13th Sept. at 4 P.M.
—	RHENANIA	Brit. str.	k. w.	v. Hoff	HAMBURG-AMERIKA LINIE	To-day.
—	WAISHING	Brit. str.	—	W. F. Bichard	JARDINE, MATHESON & CO., LTD.	On 1st Sept. at D'light.
—	AUSTRALIEN	Fr. str.	—	Spencer Wilds	MESSAGERIES MARITIMES	About 2nd September.
—	HANGANG	Brit. str.	—	—	—	On 3rd Sept. at 4 P.M.
—	DELTA	Brit. str.	—	—	—	About 5th September.
—	GOEDEN	Ger. str.	—	C. L. Daniel, R.N.R.	JARDINE, MATHESON & CO., LTD.	On 10th Sept. at 4 P.M.
—	MANILA	Brit. str.	—	P. & O. S. N. CO.	—	About 6th September.
—	SUEVIA	Ger. str.	k. w.	F. B. Andrews, R.N.R.	MELCHERS & CO.	On 10th Sept. at 4 P.M.
—	CHINKIA	Brit. str.	1 m.	Selmer	HAMBURG-AMERIKA LINIE	On 12th Sept. at 4 P.M.
—	FUKUSHIMA MAEU	Jap. str.	—	Robertson	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
—	HATCHING	Brit. str.	2 b.	T. Ito	OSAKA SHOSEN KAISHA	On 4th Sept. at 10 A.M.
—	SHAOSHING	Brit. str.	1 m.	A. E. Hodgins	Douglas Lapraik & Co.	To-day, at 2 P.M.
—	LINAN	Brit. str.	1 m.	F. D. Northcombe	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
—	YOCHOW	Brit. str.	1 m.	J. H. Brown	BUTTERFIELD & SWIRE	On 3rd Sept. at 4 P.M.
—	DAIJIN MARU	Jap. str.	—	I. Sakurai	OSAKA SHOSEN KAISHA	On 6th Sept. at 4 P.M.
—	SINGAN	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	On 1st Sept. at 10 A.M.
—	LOONGSANG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & CO., LTD.	On 1st Sept. at 4 P.M.
—	TEAN	Brit. str.	1 m.	A. Sommerville	—	To-morrow, at 3 P.M.
—	ZAFIRO	Brit. str.	—	A. Fraser	SHewan, Tomes & Co.	On 3rd Sept. at 4 P.M.
—	RUBI	Brit. str.	—	R. Almond	SHewan, Tomes & Co.	On 3rd Sept. at 4 P.M.
—	KAIJONG	Brit. str.	1 m.	E. Finlayson	BUTTERFIELD & SWIRE	On 14th September.
—	BORNEO	Ger. str.	—	F. Sombill	MELCHERS & CO.	On 3rd Sept. at 9 A.M.
—	KUMSANG	Brit. str.	—	E. J. Buller	JARDINE, MATHESON & CO., LTD.	On 3rd Sept. at 3 P.M.
—	JICHLIA	Ital. str.	—	Dini	CARLOWITZ & CO., LTD.	On 11th Sept. at Noon
—	TIBODAS	Dut. str.	—	Zwart	JAVA-CHINA-JAPAN LINIE	About 4th September.

## VESSELS ON THE BERTH

## TOYO KISEN KAISHA.

## SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong CALLAO AND IQUIQUE, VIA JAPAN PORTS (Karatsu, Kobe and Yokohama.) With option to Call at Mexican and other Coast Ports.

Steamers Tons To Sail</

## SUPREME COURT.

Thursday, 29th August.

TWO NEW SOLICITORS ENROLLED.  
Before the business of the day, Sir Henry Berkeley moved the enrolment of Messrs. Edgar J. Davidson and R. W. Fitzgerald Sargent as solicitors of the Supreme Court. Mr. Davidson was admitted to the High Court of Judicature in England on July 6th, 1904, and Mr. Sargent on July 4th, 1907, and the papers were all in order.

His Lordship had much pleasure in admitting them as solicitors of this court. The way the roll here was increasing augured well for the prosperity of the profession, and he hoped it would continue to increase.

## IN BANKRUPTCY.

BEFORE SIR FRANCIS PIGOTT  
(CHIEF JUSTICE).

## RECEIVING ORDER GRANTED.

Re the Cheong Wing Bank. M. E. J. Grist (of Messrs. Wilkinson and Grist) for the petitioning creditor applied for a receiving order on the ground that the debtors had given notice of suspension of payment. The liabilities were about \$60,000, and the assets \$58,000, portion of which was owing in the Colony and could be recovered. About \$30,000 was due in Penang, and there might be some little delay in recovering this.

The Official Receiver.—The assets apparently exceed the liabilities, and the bank is not bankrupt.

Mr. Grist.—This is one of those cases where often happens at home—it is in the interest of creditors to take proceedings.

His Lordship.—I don't think I can take the \$30,000 into consideration; of course, it will be collected if possible.

The Official Receiver.—The assets exceed the liabilities.

His Lordship.—Then, if you get that amount, they will pay 20% in the £. The order is granted.

APPLICATION FOR DEBTOR'S RELEASE.  
The case of Chan Sui-hon was again mentioned. Mr. C. F. Dixon (of Messrs. Hastings and Hastings) who appeared for the debtor applied for his release from custody. The debtor came up before his Lordship on August 15th for public examination, and on that occasion the Chief Justice, under section 24 of the Bankruptcy Ordinance, committed him to prison. The alleged omission which the debtor made from his statement of affairs was that he did not include certain shares which it was said he had in the Wing On firm of Havara, and in the Tung Yik pawnshop; also that he did not include certain property which he was alleged to possess in the country. Mr. Dixon was in a position to call evidence to prove that the debtor possessed no shares in these firms, and that "Tun Fo Tong" was not the bankrupt's "tong" name.

With regard to the property in the country, the speaker could produce certain title deeds showing that he had a little property, but that it was and had been mortgaged for more than its value for upwards of a year. This was the only omission from his statement of affairs, and it was not a material omission.

His Lordship.—I cannot do what you ask on this motion. The evidence you are going to call must be submitted to the Official Receiver in order that he may be prepared for the cross-examination.

Mr. Dixon.—But the bankrupt was sent to prison on evidence entirely sprung upon him.

His Lordship.—It was his own evidence.

Mr. Dixon.—His own evidence absolutely denied the allegations that he had property in the country.

His Lordship.—He gave evidence of such a nature that I thought there was probable cause of suspicion that he had other property. Your materials must be submitted to the Official Receiver, then he will be prepared to examine the witness.

Mr. Dixon.—Does your Lordship feel disposed in the meantime to allow him out of prison? He has already given \$3000 security in an original action.

His Lordship.—I cannot possibly do that; and there is no use of springing that evidence on the other side.

Mr. Dixon.—Will your Lordship fix bail?

His Lordship.—There is no bail in bankruptcy. He must stay in jail until next Thursday, when he can prove his case to be discharged. The solicitors on the other side and the Official Receiver must have all the materials.

APPLICATION TO DISMISS.

In the matter of the bankruptcy of F. Kien, the Official Receiver made application to dismiss a lease. Messrs. Deacon, Looker & Deacon were the solicitors for the lessors, and endorsed consent to the application.

The application was granted.

## YARN FAILURES.

The adjourned public examination of Fan Wa-shan, yarn merchant, was continued by the Official Receiver. Debtor said he had not an account at the Chartered Bank, neither had the Sun Bing firm. Probably his brother had, and sometimes when debtor had a considerable sum of money on hand he gave it to his brother, who put it into his banking account. Then when he wanted money he got his brother to give him a cheque. These translations were clearly stated in the firm's books. At the end of the year before last his son-in-law said the crops were good and that

there would be large quantities of yarn required, and they asked him to buy goods and keep them in the Sun Bing. When the first or second moon of last year arrived, the customers called on him and he told them he had the goods ready for them and asked them to book them. They replied that they would have to wait till they had letters from the interior to see how they could place the goods. In the course of two or three weeks' time witness pressed them but they put him off till after the fourth moon,

when yarn fell in price. Debtor had purchased for them some 20,000 bales. He trusted the customers to take the goods. There was a loss in the price of these bales of approximately \$30,000 or \$40,000. That money should have been the loss of the customers. He could have stood the loss on that date and had money over even if the customers had not taken the goods. As to the matter of the purchase of 50,000 bales later, it was a foreign firm who told him to buy, telling him that the price of yarn would rise.

Mr. Looker.—I don't know what precedent there is for the debtor making a gratuitous statement like this, as we may publicly want to examine him on it later. What he is doing it for I cannot conceive, except that he has possibly been advised it is better for him to try to remove any false impression from your Lordship's mind.

Sir Lordship (to debtor).—Confine yourself to the matters connected with the examination.

Continuing, debtor said the foreign firms they said they would trust him to buy from them.

Mr. Bailey.—All the debtor is saying is on the file.

His Lordship.—In that case he had better stop, but it seems to me it is essentially unfair that he should not be allowed to make a statement unless there is a ruling against it.

Mr. Grist.—We want the public examination closed.

Mr. Bailey.—I see no possible advantage in adjourning it further.

The examination was adjourned for a week.

Re the Fuk On Cheong firm, yarn dealers. This was another public examination conducted by the Official Receiver. Mr. C. F. Dixon (of Messrs. Hastings and Hastings) and Mr. E. J. Grist (of Messrs. Wilkinson and Grist) represented the creditors.

Wong Shih-chung said the Fuk On Cheong business was started in 1901, and in the first year, made over \$1,000. His partner attended to the yarn business while he looked after the money. In the second year they made another \$1,000 profit, and more than \$5,000 in the third year. In the fourth year the profits fell to a few hundred dollars. In 1905 the firm lost over \$10,000, and in 1906 they lost all—about \$21,000, and got into debt.

And you went on entering into yarn contracts knowing you were insolvent?—My partner did that.

But surely he consulted you?—I was not here then. I went home when I failed.

You knew you were insolvent?—Had prices risen so I could have paid.

How many bales of yarn did you purchase the last year you were doing business?—That was all attended to by my partner.

Tung Yat-pa, another partner in the Fuk On Cheong, said he contracted to purchase six or seven bales of yarn during the last year of the business. Some of the bales—about 3,000 or 4,000—were purchased on the authority of customers and the remainder were purchased by the firm.

The examination was closed and debtor adjudicated bankrupt.

## CREDITORS' CAUSE A FAILURE.

Re Leung Ngan-pai. The Official Receiver also conducted this public examination. Mr. G. E. Morrell (of Messrs. Denys and Bowley) represented the debtor, and Mr. H. W. Looker (of Messrs. Deacon, Looker & Deacon) appeared for a number of creditors. Debtor said he was the sole proprietor of the Mai Ki-ho-g, which dealt in rice, sugar and miscellaneous goods. He had been in business thirty years, and was so proprietor of the present shop for about fifteen years. He took over the business with about \$10,000 capital. His liabilities now were \$120,000, and his assets about \$50,000. He attributed his failure to the fact that monies due him at different ports had not been sent him. The Fat Hing of Shanghai owed him \$51,000 c.c.d. He also lost a considerable amount in sugar. He estimated the amount he expected to get from the Fat Hing, which was closed, at \$20,000. Debtor bought house 28 Des Vaux Road Central four years ago for \$30,000. There was a mortgage on it of \$22,000.

Mr. Looker.—This business presents peculiar and inexplicable features, and it may be this man has committed an offence against the Bankruptcy Ordinance.

Mr. Morrell objected.

His Lordship considered it would be very convenient to know what was coming, but as the case was not likely to conclude before his departure, he adjourned it for Mr. Justice Wise to take over.

## IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISH JUDGE).

## A DISPUTED DEPOSIT.

Cheung Wing and Yau Iu and Fung Fa-ting managing partner and the Sun Fuk Tseng firm to recover the sum of \$1,100 which was deposited with the defendant firm on June 23rd. The plaintiffs waived \$100 to bring the action within summary jurisdiction.

Mr. Kong Sing appeared for the plaintiffs and Mr. R. Harding for the second defendant.

Mr. Kong Sing said the plaintiffs were traders and on the 13th day of the 6th moon were introduced to a man called Fung Fa-ting in the Sun Fuk Tseng firm. At the time they were introduced to the first defendant they also had an interview with Chan Iu-ting and Lau Chuk-nam whom plaintiffs alleged were partners in the defendant firm. They made an engagement with the firm for entering into a com-pradoreship in a steamer and the first defendant asked the plaintiffs to deposit \$1,100 in order to obtain the appointment of compradore on a steamer running to Foochow. The man Chan Iu-ting supported Fung Fa-ting's statement, saying that he would be manager of the shipping business and the Sun Fuk Tseng firm would be the agents. The money was paid over on the following day to Chan Iu-ting who took a chop from a drawer and attached it to an agreement Fung Fa-ting had drawn up. The agreement was signed and Lau chuk-nam witnessed it.

After hearing the evidence, his Lordship consulted the case with costs.

## FUNNELS AND FLAGS.

THE "CITY OF CARTHAGE".  
A Tokushima dispatch states that the cargo of the "City of Carthage," wrecked in the Kii Channel, consisted of 180,000 cases of kerosene, 6,000 cases of cylinder oil, and 6,000 cases of paraffin wax. Of these, only about 19,000 cases have been saved.

THE O.S.K. FLEET.  
According to a report received from Nagasaki, the Osaka Shosen Kaisha has purchased the C.P.R. intermediate steamers "Athenean" (to be delivered at Kobe) and the "Tartar." Both these steamers are at present on the Hongkong-Vancouver run, and on hoisting the O.S.K. flag are to be put on the Calcutta service of the Japanese line.

## ANOTHER SHIPPING DISASTER.

The Japan Chronicle is informed by the local agents, Messrs. Runge and Thomas, that the German steamer "Wik," owned by Messrs. Diedrichsen, Jensen, & Co., of Kiel, stranded off Matsuzaki, Idzu, in Suruga Bay. The "Wik," which was chartered by the Hamburg-Amerika Line from Hamburg to Japan and was proceeding to Kobe from Yokohama, is a total loss. From the message dispatched by the captain it is not clear whether the cause of the wreck was fire or typhoon. The crew were saved.

Messrs. Runge and Thomas immediately sent assistance and Lloyd's Surveyor to the scene of the disaster.

The "Wik," which was built in Sunderland in 1890, was of 2,822 gross tonnage, and after discharging at Kobe, was to sail for Mojito load for Hongkong.

## N.D.L. CHOW BILL.

The N.D.L. publishes statistics of the provisions consumed on its steamers during 1906. The total value was nearly eight million dollars.

Over a million and a half tons of coal, value over twelve million dollars, were consumed. Lager beer was drunk to the amount of 447,070 gallons, 24,168,323 be. of ice were used, and so on, through a list far too long to reproduce.

The curious in such matters can doubtless get copies at the local office.

## THE USE OF THE LIFE-BELT.

Mr. S. R. Timson writes from the R.M.S.P. "Amazon," off Rio de Janeiro, to a London Journal as follows:

"In December, 1905, I wrote you from the North Pacific Ocean, relating how, in compliance with the marine law of the United States of America, the steward of the steamer 'Mariposa' showed each passenger on board how to put on a lifebelt, and I commanded the practice to those in command of our British passenger-carrying ships. It was objected that this was calculated to scare nervous passengers and cause undue alarm.

"When there are no sports, this lifebelt practice might be made part of the drill of the ship's company in view of the passengers, as an object-lesson to them."

"A row of lifebelts is placed at one end of the deck, the competitors start from the other end. He who gets a lifebelt properly put on himself and first returns to the starting-point is the winner."

"When there are no sports, this lifebelt practice might be made part of the drill of the ship's company in view of the passengers, as an object-lesson to them."

## ACTION AGAINST THE HANSA STEAMSHIP LINE.

Can cargo shipped to go by a certain ship be sold out and taken on by another steamer of the same line, but sailing subsequently, the owners in the meanwhile not being held responsible for the delay and damages incurred? This is the question involved in an action brought by Mr. L. King against the owners of the Hansa (German) line of steamers and Messrs. Graham and Co., their agents in Calcutta.

The suit, which was for more than Rupees 1,000, was filed under the concurrent jurisdiction in the Small Cause Court at Calcutta, says the Statesman, and Mr. Evans Pugh, on behalf of the defendants, applied before Mr. Justice Fletcher on July 31st, under Section 39 of the Civil Procedure Code, to have the cause transferred to the High Court. He said the important question involved was whether a steamer company, when freight was booked to go by a certain steamer, were bound to carry by that vessel.

Judge Fletcher: Have the Hansa Line any place of business in this city?

Mr. Pugh: That does not matter. Messrs. Graham and Company, who are the Company's agents, are very big merchants in this city.

His Lordship made the order for a transfer as prayed for, without asking for security.

## A FLAG INCIDENT.

Winnipeg had a flag incident of its own on Empire day. To show respect for the British celebrations, the American Consul hoisted the Canadian flag under his own aid some person who had the unfortunate knowledge that this indicates possession of conquered territory and is officially a manifestation of dis-sent, gorged assistance to haul it down.

Commenting on this episode the Ottawa Press observes that "Canada has been singularly free from flag incidents, largely because there are but few of our people who know anything about their official meaning. It is only a short time ago that our flag was officially identified. Our Governors, Lieutenant-Governors, and the official staff surrounding them were innocently using the flags of the merchant marine, a red ensign with the Canadian coat-of-arms. As they knew no difference, it gave them all the mental satisfaction

of the real thing. It floated above Rideau Hall and from the tower of the Parliament buildings, and no one was aware that it declared the magnificent pile on Parliament Hill to be a merchant vessel of Canadian register. It also did service here at Government House and the Parliament buildings. But the man who had eaten of the tree of knowledge came along, and the merchant marine flag disappeared. It will be remembered that when the change was made Mr. Bourassa asked in Parliament why the Canadian flag had been taken down and the Union Jack substituted."

## THE FORM OF GOVERNMENT TO BE ESTABLISHED IN KOREA.

According to the Tokyo Asahi Shimbun there is a difference of opinion among Japanese statesmen as to the form of government which the present situation of affairs requires in Korea. It is stated that military rule is advocated in some quarters, on the ground that nothing short of this will preserve order in districts where strong anti-Japanese feeling prevails. But Marquis Ito is reported to be strongly opposed to resorting to this extreme measure if it can possibly be avoided. The Resident-General does not say that there is a call for adding another Division to the military force Japan now has in Korea, and on the recommendation of General Hasagawa, this measure is said to have been determined on. But

it goes without saying that one of the first steps will be the reassessment of the land tax. This measure, it is estimated, will add 10 million yen to the revenue of the country. Other taxes will be readjusted and the large sums which have hitherto been placed at the disposal of the Emperor will henceforth be added to the revenue of the state. It is said that the Resident-General will still be retained

new civil service and reorganize the whole system of government. It goes without saying that one of the first steps will be the reassessment of the land tax. This measure, it is estimated, will add 10 million yen to the revenue of the country. Other taxes will be readjusted and the large sums which have hitherto been placed at the disposal of the Emperor will henceforth be added to the revenue of the state. It is said that the Resident-General will still be retained

new civil service and reorganize the whole system of government.

## EDUCATION BY NEWSPAPER.

The Chinese Imperial Commissioner in Tibet has sent a report to the Emperor of China on reforms to be introduced in that dependency. The report, of which a translation is given in the Echo de Chine, is a curious document, and is remarkable for the tribute it pays to newspapers as the means for enlightening the masses. The Commissioner found the Tibetans to be attached strongly to old customs, so that it would require a long time and a great deal of trouble to get them to take to new ideas and new points of view.

He is of opinion that the best way so far to open the understanding, and to increase knowledge among the Tibetans would be to establish a newspaper for their benefit written in a simple style. To carry out this idea, he has issued a sort of Government Gazette, containing articles on patriotism, the fulfilment of military duties, and the need for maintaining standing armies—the language used is the easiest dialect of Tibetan.

In a short time, three hundred subscribers were enrolled. The Commissioner expresses his intention to improve the journal, so as to keep the Tibetans well informed as regards the public affairs of all nations. He says that few Chinese can speak Tibetan, and Tibetans who know Chinese are just as scarce.

## GENERAL INFORMATION.

A numerously signed appeal has been issued by the Secretary of the British India Association, in Calcut

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until demanded.

Telegraphic Address: Press, Codes: A.B.C., 5th Ed. Letter: P.O. Box, 33, Telephone No. 12.

## NEW ADVERTISEMENT

## NAVIGAZIONE GENERALE ITALIANA.

(Florio and Rubattino United Companies.)

## STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUZU, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOVA, also VENEZIA and TRIESTE, all MEDITERRANEAN, ASIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking cargo at through rates to PHILIPPINE GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.)

## NEW ADVERTISEMENTS

## DIOCESAN SCHOOL AND ORPHANAGE.

SCHOOL DUTIES will be RESUMED on MONDAY, 2nd September. For Terms, apply to THE HEADMASTER, Hongkong, 30th August, 1907. 1424

## BEKANNNTMACHUNG

I M Handelsregister des Konsulats ist zu den Firma WILHELM LAVY & CO. eingetragen worden:

Die Kommanditgesellschaft wird in einer offenen Handelsgesellschaft umgewandelt. Gesellschafter sind:

Der Kaufmann WILHELM LAVY in Canton, ROBERT FRICKE in Hamburg, ROBERT LAVY in Hamburg.

Die Gesellschaft hat am 28. August 1907 begonnen.

Kanton, den 28. August 1907.

KAISERLICH DEUTSCHE KONSULAT.

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that The STANDARD OIL COMPANY of New York have on the 15th day of August, 1907, applied for the registration in Hongkong in the REGISTER OF TRADE MARKS of the following TRADE MARK viz.—

A representation of a MAPLE LEAF on Two Crossed KEYS inside a Circle bearing the words "KEY BRAND".

The Trade Mark is intended to be used by the Applicants in respect of the following Goods in the following Class viz.—

CLASS 42 IN RESPECT OF FLOUR.

A Facsimile of the said TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong, or of the Undersecretary.

Dated the 25th day of July, 1907.

HASTINGS & HASTINGS,

38, Queen's Road Central, Hongkong, Solicitors for the Applicants.

NOTICE.

BILLS for all Monies due by me should be presented to me on or before the 15th September, 1907. All outstanding accounts due to me, if not settled on or before the 15th September, 1907, will be passed into the hands of my Solicitors.

L. W. OSBORNE, 1181

NOTICE.

NOTICE IS HEREBY GIVEN that Script Certificate No. 9, marked WONG, bearing date the 27th March 1899, for Five Shares numbered 3449,3450 and registered in this Company in the name of HO POON-SHEK of Hongkong has been LOST and if at the expiration of Two Months from the date hereof the above document be not forthcoming, a New Script Certificate will be issued to the said Mr. HO POON-SHEK and thereafter no other script will be acknowledged by this Company.

Dated the 30th day of August, 1907.

DEACON, LOOKER & DEACON, Solicitors for Applicants.

THE RUSSIAN VOLUNTEER FLEET

For ODESSA.

THE Steamship

"KOSTROMA,"

will be ready to load here as above Middle of October.

For Freight, apply to

MELCHERS & CO., Agents.

Hongkong, 31st August, 1907. 1426

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SOCOTRA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:

From Persian Gulf ex. E. I. S. N. & B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 1st September, at 4 p.m. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 29th August, 1907. 1427

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"RHENANIA."

Capt. von Holt, having arrived. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-Day.

Any Cargo impeding her discharge will be landed into the barges and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th Sept., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 4th Sept. at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 29th August, 1907. 1428

## INTIMATIONS

## NOTICE.

**T**HE UNDERSIGNED, having tendered their Resignation, beg to inform the Public in General that they will cease from SATURDAY, the 31st instant, to be the Agents in this Colony of the AGENCIA DO BANCO NACIONAL ULTRAMARINO, Macau, BOZOAL & CO.

Hongkong, 22nd August, 1907. 1379

BANCO NACIONAL ULTRAMARINO.

**T**HE Agency of the above Bank in Hongkong will from the 1st of September, 1907, be transferred to MESSRS. ARRATOON V. APCAR & CO., in the place and stead of MESSRS. ROZARIO & CO.

Dated the 21st August, 1907.

O Gentile da Agencia

DO BANCO NACIONAL ULTRAMARINO, 1883

JOAQUIM L. C. GIMES.

HONGKONG VOLUNTEER CORPS.

**I**T is proposed to form an Infantry Company with a Detachment of Cyclists. All who are desirous of joining are requested to apply personally at the VOLUNTEER HEADQUARTERS, morning or afternoon.

A. J. THOMPSON, Captain, Staff Officer H.K.V.C.

Hongkong, 27th July, 1907. 1265

DOCTOR WANTED.

**D**R. WELLADAY, Surgeon S.S. "AUSTRALIAN" due here early in September, desires a SUBSTITUTE OR EXCHANGE for Three Months.

Address DR. WELLADAY, Care of "Daily Press" Office.

Hongkong, 26th August, 1907. 1403

WANTED.

**Y**OUNG ENGLISHMAN with Knowledge of Bookkeeping and some Mercantile experience—Apply to OFFICE, Care of "Daily Press" Office.

Hongkong, 23rd August, 1907. 1386

DO YOU WANT TO

LEARN SHORTHAND?

PITMANIC—(GEAHAM and MUNSON Contractions).

HORATIO C. POLLACK a Court Reporter

OPENS A NIGHT SCHOOL

On September 1st.

Apply CONNAUGHT HOTEL

Hongkong, 20th August, 1907. 1371

YUET HAN RAILWAY CO. LTD.

**T**ENDERS are invited for the SUPPLY of 50,000 (Fifty Thousand) AUSTRALIAN HARD WOOD SLEEPERS composed of

MURRAY RED GUM

RED MAHOGANY

WHITE do.

GREY BOX

TALLOW WOOD

BLACK BUTT

WHITE STRANGY BARK

RED do.

TURPENTINE

BLUE GUM

all in equal proportional quantities.

Sizes of Sleepers: 3 ft. long by 9 in. wide by 5 in. thick.

Price in Hongkong currency C.I.F. Wong-sai Railway Wharf, Canton.

Delivery to be completed at the end of February 1908. Tenders to be opened in the Railway Co.'s Head Office, Canton, M.G.N.DAY, the 14th October, 1907 at 2 p.m.

All Sleepers must be accompanied by a Government Certificate.

All Tenders must be accompanied with 500 dollars.

The right to accept or reject any or all of the Tenders is reserved.

Price in Hongkong currency C.I.F. Wong-sai Railway Wharf, Canton.

Delivery to be completed at the end of February 1908. Tenders to be opened in the Railway Co.'s Head Office, Canton, M.G.N.DAY, the 14th October, 1907 at 2 p.m.

All Sleepers must be accompanied by a Government Certificate.

All Tenders must be accompanied with 500 dollars.

The right to accept or reject any or all of the Tenders is reserved.

Price in Hongkong currency C.I.F. Wong-sai Railway Wharf, Canton.

Delivery to be completed at the end of February 1908. Tenders to be opened in the Railway Co.'s Head Office, Canton, M.G.N.DAY, the 14th October, 1907 at 2 p.m.

All Sleepers must be accompanied by a Government Certificate.

All Tenders must be accompanied with 500 dollars.

The right to accept or reject any or all of the Tenders is reserved.

Price in Hongkong currency C.I.F. Wong-sai Railway Wharf, Canton.

Delivery to be completed at the end of February 1908. Tenders to be opened in the Railway Co.'s Head Office, Canton, M.G.N.DAY, the 14th October, 1907 at 2 p.m.

All Sleepers must be accompanied by a Government Certificate.

All Tenders must be accompanied with 500 dollars.

The right to accept or reject any or all of the Tenders is reserved.

Price in Hongkong currency C.I.F. Wong-sai Railway Wharf, Canton.

Delivery to be completed at the end of February 1908. Tenders to be opened in the Railway Co.'s Head Office, Canton, M.G.N.DAY, the 14th October, 1907 at 2 p.m.

All Sleepers must be accompanied by a Government Certificate.

All Tenders must be accompanied with 500 dollars.

The right to accept or reject any or all of the Tenders is reserved.

Price in Hongkong currency C.I.F. Wong-sai Railway Wharf, Canton.

Delivery to be completed at the end of February 1908. Tenders to be opened in the Railway Co.'s Head Office, Canton, M.G.N.DAY, the 14th October, 1907 at 2 p.m.

All Sleepers must be accompanied by a Government Certificate.

All Tenders must be accompanied with 500 dollars.

The right to accept or reject any or all of the Tenders is reserved.

Price in Hongkong currency C.I.F. Wong-sai Railway Wharf, Canton.

Delivery to

**PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, MANILA and YOKOHAMA	Capt. F. E. Andrews, R.N.R.	About 4th Sept.	Freight and Passage
SHANGHAI	Capt. C. L. Daniel	About 6th Sept.	Freight and Passage
LONDON, VIA USUAL PORTS	MARMORA Capt. G. H. C. Weston, R.N.R.	Noon, 7th Sept.	See Special Advertisement
LONDON, and ANTWERP VIA SINGAPORE	CEYLON Capt. G. W. Balch	About 11th Sept.	Freight and Passage
PENANG, COLOMBO, and PORT SAID			

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 30th August, 1907.

**CHINA NAVIGATION CO.,  
LIMITED.**

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI	"SIAOHSING"	On 3rd Aug. 4 P.M.
AMOY, NINGPO and SHANGHAI	"CHINKIANG"	On 30th Aug. 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 1st Sept. 4 P.M.
MANILA	"TEAN"	On 3rd Sept. 4 P.M.
SWATOW and SHANGHAI	"LINAN"	On 3rd Sept. 4 P.M.
CEBU and ILAO	"KAIFONG"	On 3rd Sept. 4 P.M.
SWATOW and SHANGHAI	"YOCHOW"	On 6th Sept. 4 P.M.
CHEFOO and TIENTSIN	"HUTCHOW"	On 7th Sept. 4 P.M.
MANILA, ZAMBALANGA, POOT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, &c.	"TSINAN"	On 7th Sept. 4 P.M.
TOWNSVILLE, BRISBANE, &c.		
SYDNEY and MELBOURNE	"KWEIYANG"	On 16th Sept. 4 P.M.
YOKOHAMA and KOBE	"CHINGTU"	On 10th Sept. 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Purser is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 30th August, 1907.

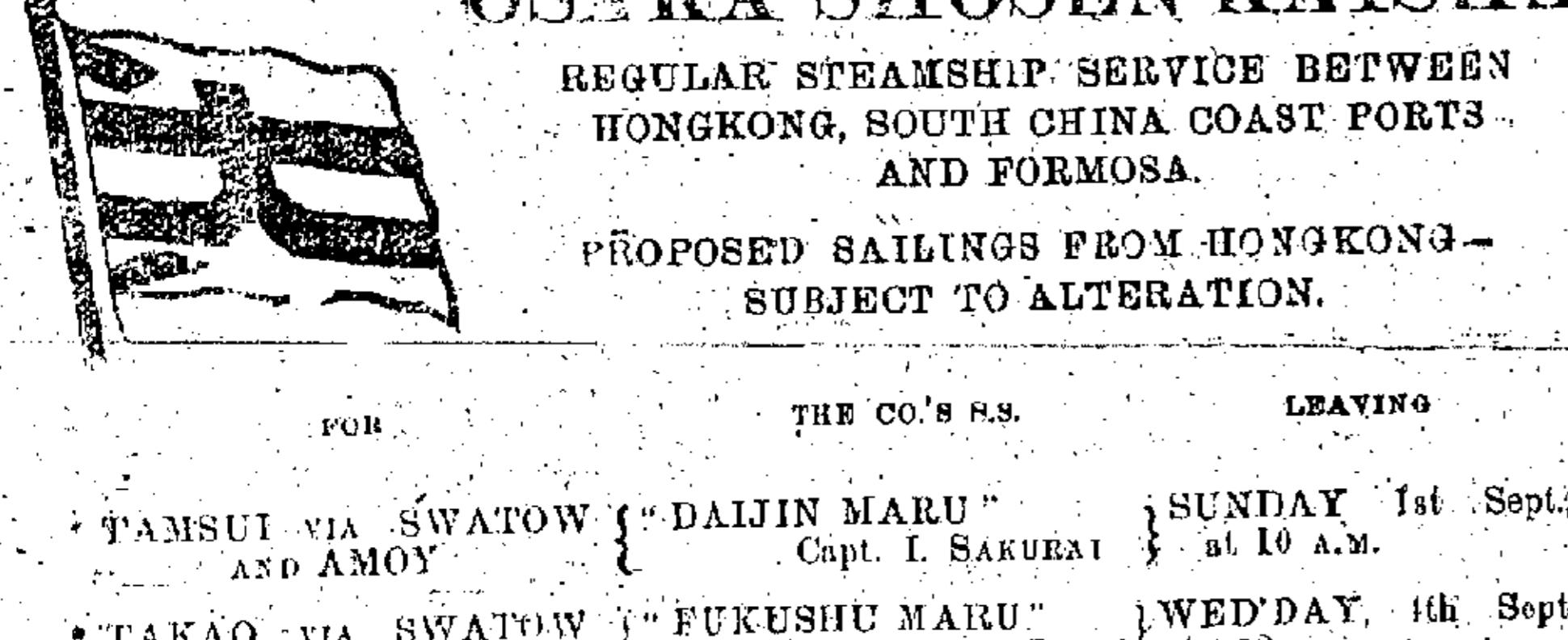
NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
JESSELTON, KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMBIL	Tuesday, 3rd September, at 9 A.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"GOESEN" Capt. B. WELHELM	About Tuesday, 10th Sept.
NAPLES, GENOA, GIUGLIAN SOUTHAMPTON, ANTWERP and HAMBURG	"PRINZ EITEL FRIEDRICH" Capt. E. MALCHOW	Wednesday 11th Sept., at Noon
MANILA, NEW GUINEA, BRIS- BANE, SYDNEY, and MELBOURNE	"PRINZ SIGISMUND" Capt. D. LENZ	Thursday, 12th Sept., at Noon
YOKOHAMA and KOBE	"PRINZ WELDEMAR" Capt. W. v. SENDEF	About Thursday, 18th October.

For further Particulars, apply to NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 30th August, 1907.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

THE CO'S SS.

LEAVING

TAMSUI VIA SWATOW	"DALIN MARU"	SUNDAY, 1st Sept.
AND AMOY	Capt. I. SAKURAI	at 10 A.M.
TAKAO VIA SWATOW	"FUKUSHU MARU"	WED'DAY, 4th Sept.

AMOY AND ANPING Capt. T. Ito at 10 A.M.

For further Particulars, apply to T. ARIMA, Manager.

Hongkong, 30th August, 1907.

CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER  
11 DAYS ACROSS THE PACIFIC IS THE "EMPERESS LINE," SAILING 5 TO 10 DAYS ONCE A MONTH.  
11 DAYS YOKOHAMA TO VANCOUVER.  
13 DAYS HONGKONG TO VANCOUVER.PROPOSED SAILINGS (Subject to Alteration)  
T.O.S. LEAVE HONGKONG ARRIVE VANCOUVER  
"TARTAR" 4,425 WEDNESDAY, 11th Sept. ... 5th Oct.  
"EMPERESS OF CHINA" 6,010 THURSDAY, 25th Sept. ... 14th Oct.  
"EMPERESS OF INDIA" 6,030 THURSDAY, 24th Oct. ... 11th Nov.  
"MONTEAGLE" 6,163 WEDNESDAY, 6th Nov. ... 30th Nov.  
"EMPERESS OF JAPAN" 6,090 THURSDAY, 21st Nov. ... 9th Dec.  
"TARTAR" 4,425 WEDNESDAY, 4th Dec. ... 28th Dec."EMPERESS" Steamers will depart from HONGKONG at 4 P.M.  
Intermediate Steamers at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 11,500 tons register. The through transit to LIVERPOOL being 2½ days from YOKOHAMA and 2½ days from HONGKONG.

Hongkong to London, 1st Class ..... via St. Lawrence River Lines or New York £71.10.

Intermediates on Steamers: 240, 242  
and 1st Class Railways: 242, 242

First "Class" rates include cost of Meals and Birth in Sleeping Car while crossing the American Continent.

"EMPERESS" and "TARTAR" carry Intermediate passengers only at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to Diplomatic Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rules of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

**JAVA-CHINA-JAPAN LIJN**

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS	JAPAN	Second half of Aug.	JAVA PORTS	First half of Sept.
TJIPANAS	JAPAN	First half of Sept.	JAVA PORTS	First half of Sept.
TJIKINI	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJULATJAP.	JAPAN	Second half of Sept.	JAVA PORTS	Second half of Sept.
TJILIWONG	JAPAN	Second half of Sept.	JAVA PORTS	First half of Oct.
TJIMAH	JAPAN	Second half of Oct.	JAVA PORTS	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 27th August, 1907.

**NOTICES TO CONSIGNEES**

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "SIKH".

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 30th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st September, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL &amp; CO., LTD.

Agents.

Hongkong, 26th August, 1907. 146

NOTICE TO CONSIGNEES.

THE HAL Steamship

"LIBERIA."

Captain KNAIJL, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Transportation.

Any cargo impeding her discharge will be landed into the hazardous and/or extremely hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 2nd September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd September, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 26th August, 1907. 147

NOTICE TO CONSIGNEES.

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Tobacco and Valuables, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignee's risk and expense.

Optional Cargo will be forwarded unless notice to the contrary be given before Transportation.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 2nd Sept., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Sept., at 9:30 A.M.

All Claims must reach us before the 6th September, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & CO.,  
Agents.

Hongkong, 27th August, 1907.

AMERICAN ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL

THE Steamship

"INDRAVELLI."

Captain CULLINGTON, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and stored at Consignee's risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd September, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY

POST OFFICE NOTICE

The *Sibera*, sailing on the 31st instant, will not call at Shanghai. The *Australis*, with the French mail of the 2nd instant, left Saigon on Friday, the 30th instant, at 7 p.m., and may be expected here on Monday, the 2nd prox, at daylight. This packet brings replies to letters despatched from Hongkong on the 29th June.

FOR

DATE

Swatow and Bangkok	
Swatow	
Amoy, Ningpo and Shanghai	
Karabata Kolo, Yokohama, Calcutta and Tquinque	
Shanghai	
Swatow, Amoy and Foochow	
Macao	
Singapore, Yekohama and Kobe	
Swatow and Changsha	
Hochow and Pakhoi	
Hochow and Halphong	
Carl Diederichsen	
Swatow, Singapore and Bangkok	
Halphong	
Port Darwin, Thursday Island, Cooktown	
Cairns, Townsville, Brisbane, Sydney	
Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle	

AMOY, NAGASAKI, KOBE, YOKOHAMA  
HONOLULU AND SAN FRANCISCO  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

Eastern	Saturday, 31st, 9:00 A.M.
Saturday	31st, 10:00 A.M.

Saturday, 31st, Printed Matter and Samples.....10:00 A.M.

Registration.....10:00 A.M.

Registration with late fee of 10 cents, up at 10:45 A.M.

Registration, Kowloon B.O. ....10:00 A.M.

No late fee.

Letters.....10:00 A.M.

Saturday, 31st, 1:15 P.M.

Hongkong Electric.....1:15 P.M.

Hongkong Hotel Co. ....1:15 P.M.

Hongkong Ice Co. ....1:15 P.M.

Hongkong Hope Co. ....1:15 P.M.

Insurance.....1:15 P.M.

Canton.....1:15 P.M.

China Fire.....1:15 P.M.

China Traders.....1:15 P.M.

Hongkong Fire.....1:15 P.M.

North China Union.....1:15 P.M.

Yangtze.....1:15 P.M.

Land and Building.....1:15 P.M.

Hongkong Land Inv. ....1:15 P.M.

Humphrey's Estate.....1:15 P.M.

Kowloon Land & B. ....1:15 P.M.

West Point Building.....1:15 P.M.

Mining.....1:15 P.M.

Charbonnages.....1:15 P.M.

Rauts.....1:15 P.M.

Tuesday, 3rd, 2:00 P.M.

Tuesday, 3rd, 3:00 P.M.

Tuesday, 3rd, 5:00 P.M.

Tuesday, 3rd, 11:00 A.M.

Wednesday, 4th, 4:00 P.M.

Thursday, 5th, 4:00 P.M.

Friday, 6th, 11:00 A.M.

Saturday, 7th, 3:00 P.M.

Printed Matter and Samples.....9:00 A.M.

Registration.....9:00 A.M.

Registration with late fee of 10 cents, up to 9:45 A.M.

Registration, Kowloon B.O. ....9:00 A.M.

No late fee.

Letters.....10:00 A.M.

Kumano Maru.....10:00 A.M.

Yokohama.....10:00 A.M.

China.....10:00 A.M.

Shanghai, Nagasaki, Kobe, YOKOHAMA  
HONOLULU AND SAN FRANCISCO  
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents)

(Late Letters 11:00 to 11:30 A.M. Extra Postage 10 cents.)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Singapore, Penang and Calcutta

Manila

Swatow and Shanghai

Cebu and Iloilo

Singapore, Penang and Colombo

Nagasaki, Kobe and Yokohama

Cheribon, Samarang, Steerahaya and Macassar

Kuchinotzu Japan, Salina Cruz and Mexico

Manila, Thursday Island, Cooktown Cairns

Towsville, Brisbane, Sydney, Hobart

Lancaster, New Zealand, Melbourne

Adelaide, Perth and Fremantle

Swatow and Shanghai

IT IS PURE.

IT IS WHOLESOKE.

IT IS REFRESHING.

SUN PILSENER BEER.

TRY IT

OBTAINABLE EVERYWHERE.

SOLE AGENTS —

H. RUTTONJEE & SON.

WINE AND SPIRIT MERCHANTS.

Hongkong, 28th August, 1907.

40

TO-MORROW.  
Gymkhana Meeting, Happy Valley, 1 p.m.

CLOSING QUOTATIONS.

August 29th

ON LONDON.— Telegraphic Transfer .....2.27  
Bank Bills, on demand .....0.91  
Bank Bills, at 30 days' sight .....0.94  
Bank Bills, at 4 months' sight .....0.91  
Credits, at 4 months' sight .....0.91  
Documentary Bills 4 months' sight .....0.91

ON PARIS.— Bank Bills, on demand .....0.77  
Credits, at 4 months' sight .....0.85

ON GENEVA.— on demand .....2.26

ON NEW YORK.— Bank Bills, on demand .....5.93  
Credits, at 60 days' sight .....5.43

ON DUBLIN.— Telegraphic Transfer .....1.05  
Bank, on demand .....1.05

ON ACUTTA.— Telegraphic Transfer .....1.65  
Bank, on demand .....1.65

ON BANGKOK.— On demand .....6.71

SOVEREIGNS, Bank's Buying Rate .....\$9.00

GOLD LEAF, 100 fine, per tael .....\$47.40

BAR SILVER, per oz. .....31.4

SUBSIDARY COINS, per cent.

Chinese 20 cents pieces .....\$6.70 discount

10 " .....7.60 "

50 " .....6.40 "

10 " .....6.80 "

THE N.Y.K. str. *Totomi Maru* (Bombay Line) left Bombay for this port via Tuckoror, Colombo and Singapore on the 26th inst., and is expected here on the 7th prox.

The N.Y.K. str. *Kagoshima Maru* (Bombay Line) left Bombay for this port via Tuckoror, Colombo and Singapore on the 24th instant, and is expected here on the 14th prox.

The N.Y.K. str. *Aldebaran* from Sydney, &c. left Port Darwin on 22nd inst. for Manila and this port.

THE N.Y.K. str. *Totomi Maru* (Bombay Line) left Port Darwin on the 31st instant, and is due here on the 5th prox.

THE AMERICAN MAIL.

The M.M. str. *Australis*, with the next French Mail, will leave Saigon to-day at 7 a.m. for this port.

THE FRENCH MAIL.

The M.M. str. *Australis*, with the next French Mail, will leave Saigon to-day at 7 a.m. for this port.

THE AMERICAN MAIL.

The M.M. str. *Manchuria* sailed from Yokohama on 27th inst., and is due here on the 5th prox.

THE FRENCH MAIL.

The M.M. str. *Manchuria* sailed from Yokohama on the 22nd inst., and is expected here on the 2nd prox. a.m.

THE FRENCH MAIL.

The M.M. str. *Manchuria* sailed from Yokohama on the 22nd inst., and is expected here on the 2nd prox. a.m.

THE FRENCH MAIL.

The M.M. str. *Manchuria* sailed from Yokohama on the 22nd inst., and is expected here on the 2nd prox. a.m.

THE FRENCH MAIL.

The M.M. str. *Manchuria* sailed from Yokohama on the 22nd inst., and is expected here on the 2nd prox. a.m.

THE FRENCH MAIL.

The M.M. str. *Manchuria* sailed from Yokohama on the 22nd inst., and is expected here on the 2nd prox. a.m.

THE FRENCH MAIL.

The M.M. str. *Manchuria* sailed from Yokohama on the 22nd inst., and is expected here on the 2nd prox. a.m.

THE FRENCH MAIL.

The M.M. str. *Manchuria* sailed from Yokohama on the 22nd inst., and is expected here on the 2nd prox. a.m.

THE FRENCH MAIL.

The M.M. str. *Manchuria* sailed from Yokohama on the 22nd inst., and is expected here on the 2nd prox. a.m.

THE FRENCH MAIL.

The M.M. str. *Manchuria* sailed from Yokohama on the 22nd inst., and is expected here on the 2nd prox. a.m.

THE FRENCH MAIL.

The M.M. str. *Manchuria* sailed from Yokohama on the 22nd inst., and is expected here on the 2nd prox. a.m.

THE FRENCH MAIL.

The M.M. str. *Manchuria* sailed from Yokohama on the 22nd inst., and is expected here on the 2nd prox. a.m.

THE FRENCH MAIL.

The M.M. str. *Manchuria* sailed from Yokohama on the 22nd inst., and is expected here on the 2nd prox. a.m.

THE FRENCH MAIL.

The M.M. str. *Manchuria* sailed from Yokohama on the 22nd inst., and is expected here on the 2nd prox. a.m.

THE FRENCH MAIL.

The M.M. str. *Manchuria* sailed from Yokohama on the 22nd inst., and is expected here on the 2nd prox. a.m.

THE FRENCH MAIL.

The M.M. str. *Manchuria* sailed from Yokohama on the 22nd inst., and is expected here on the 2nd prox. a.m.

THE FRENCH MAIL.

The M.M. str. *Manchuria* sailed from Yokohama on the 22nd inst., and is expected here on the 2nd prox. a.m.

THE FRENCH MAIL.